

BARBER  
AND  
PALMER



BARBER AND PALMER

Eccentric Entertainers, at the Pastime Theater Today.

**FARMERS TO SELL OWN GRAIN.**  
Hawatha, Kan., Dec. 8.—The farmers of the northern part of Brown county soon will market their grain through their own elevator. A company has been formed among them with a capital of \$1,500 and an elevator is to be built at Padonia, five miles north of Hawatha on the Missouri Pacific railroad.

The farmers in that part of the country have been watching the operations of a farmers' elevator at Germantown, a small village ten miles south of Hawatha, on the Chicago, Rock Island & Pacific railroad. That elevator apparently is a big success, so the farmers in the northern part of the county decided they could succeed, too. C. A. McCoy, James Harding and James Brigham subscribed \$500 each toward the stock and thirty others subscribed \$100 each.

**BROOMS ARE NOW BEING MADE IN THIS CITY**

**J. W. and H. T. Gardner Install Machinery and Begin Manufacture of High-Class Sweeping Instruments.**

Brooms are now being made in Albuquerque. The factory has been in process of installation for several weeks past, and Monday afternoon, H. T. and J. W. Gardner made the first brooms ever made in Albuquerque, as brooms are now made. They are first class articles in every respect. The factory is small, but all the machinery in it is up-to-date, and it will afford an outlet for all the broom corn raised on the cut-off, which has until now been shipped to Kansas City.

The plant includes a footpower winder, a sever, a sizing machine and a trimming machine. All except the winder are run by electricity, and will handle about 40 dozen brooms a day. The winder will handle, but a fourth of that number, and, to keep up with the other machinery, it is planned to install three more winders right away.

There has been no shortage about starting this factory, the Gardners just quickly purchased and installed their machinery, bought a few tons of broom corn and some handles and went to work, yet the industry is one which is bound in time to make Albuquerque known throughout the west. The proposition of handling so close to the ground when it is raised, the principal feature of the crops on many Pecos valley and eastern New Mexico farms, is one of economic soundness and ought to pay well. The handles for the brooms, as well as the labels, tin binders and string for sewing are now bought in the east, but the forest service is to be asked to look up wood in New Mexico which will make good broom handles, and when that is done, the major factors of broom making will be right at hand.

The machinery now installed does all the work of making brooms except the actual tying and binding, which is done on the hand power winder. The factory is located on North First street, near Tijera. From 10 to 15 men will be employed right from the start. The Gardners are running the machinery enough to get the links out of it, and to set things running right.

Their stock of broom corn has not arrived, however, and manufacturing will be continued on a small scale, with corn purchased in Kansas City until they have arranged for the purchase of a sufficient supply of corn and handles.

The quicker a cold is gotten rid of the less the danger from pneumonia and other serious diseases. Mr. R. W. L. Hall of Waverly, Va., says: "I firmly believe Chamberlain's Cough Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all agree with me. For sale by all dealers."

Sick children need WHITE'S CREAM VERMIFUGE. It not only destroys the worms, if there be any, but it acts as a strengthening tonic to the stomach and bowels. Price 25c per bottle. Sold by All Druggists.

Remember that white horses in the city call phone No. 3. W. L. Trumble, 113 North Second street.

## STREET CHAIRMAN AUTHORIZED TO SIGN CONTRACT

**Council by Resolution Takes Signing of Paving Papers Out of Mayor Elder's Hands Last Night.**

John A. Reidy, chairman of the street committee of the city council, was last night designated by resolution of the council as the proper person to sign the paving contracts, in lieu of Mayor John W. Elder, who declined to do so.

The resolution was passed at a meeting at which all the aldermen except G. H. Thomas were present. Mr. Thomas was out of the city. The resolution carried by a vote of six ayes to one against, Alderman John Lee Clarke opposing its passage.

It was introduced by Dr. Wroth, and seconded by Alderman Isherwood. There was no discussion on it, and when the vote had been taken Mayor Elder announced that in order not to waste time he would not veto the resolution.

It was as follows: "Whereas, the work of improving Central avenue in the city of Albuquerque from its intersection with the west line of Broadway to its intersection with the east line of Sixth street, and Second street from its intersection with the south line of Tijera avenue to its intersection with the north line of Silver avenue, has heretofore been let to the Texas Bitulithic company; and

"Whereas, a contract for the construction of said work between the said company and this city was prepared and submitted to this council on the 4th day of December, A. D. 1911, and examined, approved and ratified by it on said day, and the mayor of this city was directed to execute the same in the name of the city and to be attested by the city clerk; and

"Whereas, the mayor of the city has publicly stated his refusal to sign said contract;

"Now, therefore, be it resolved that John A. Reidy, chairman of the street committee be, and he is hereby authorized and directed to sign said contract in behalf of the city and the said clerk of the city of Albuquerque is hereby directed to attest the same under the impress of the corporate seal of this city; and

"It is further resolved that a copy of this resolution be attached to the contract aforesaid."

After the passage of the resolution Dr. Wroth suggested to the mayor that as he had stated a portion of his position regarding signing the paving papers for inclusion in the minutes, possibly it would be best for him to make a statement to the council of his position for its guidance in the future. Dr. Elder said that he would probably do this at the next regular meeting, and Dr. Wroth said: "In justice to yourself I should think you would make a statement of your position."

Council then adjourned.

## MALLETS MAKE A HIT ON N. Y. C.

**Big Locomotives Effect Great Economies in Hauling of Heavy Trains on the Eastern Road.**

The introduction of 26 Mallet locomotives has increased the operating capacity of a single track division on the New York, Central & Hudson River 40 per cent without the construction of a single mile of new track, says the Railway Age Gazette. They replaced the heavy consolidation locomotives in slow freight road service on the Pennsylvania division, and made it possible to handle 1,400 cars in twenty-four hours, as compared to 1,000 cars under former conditions. A Mallet locomotive now hauls a 4,000-ton train over the division without assistance. In addition to the heavy grades there are many curves, some as sharp as 8 degrees. Pusher service has been eliminated and the 26 Mallets are now able to handle the entire traffic, replacing 40 consolidation locomotives. As the minimum train load has been increased, the number of trains per day has been decreased by ten each way. The congestion of traffic, therefore, has been relieved and the amount of overtime has been reduced 50 per cent. The Mallets save an average 35 per cent of the fuel burned per ton-mile, as compared to the consolidations, or, in other words, they make 84 per cent more ton-miles per ton of coal.

The consolidation locomotives which were replaced weighed 235,000 pounds each, and had a tractive effort of 45,700 pounds. By using two of these engines on rolling grades it was possible to take a maximum train of 3,500 tons over the road at an average speed of 15 to 18 miles per hour. Under these conditions 40 consolidation locomotives were required, of which 21 were used in road service and 19 in pusher service. Four pushers were stationed at Beaver Dam, N. Y., one at Corning Junction, 20 at Stokesdale Junction, Pa., 2 at Newberry Junction, and two for helping around the wye at Avis. Under these conditions the maximum operating capacity of the single track was so nearly reached that overtime was excessive. A careful study of the situation showed that the operating capacity could be increased only by double tracking the line, or by increasing the weight of the trains by the use of heavier motive power. The latter course was adopted as being the most economical, and it was decided to attempt to secure a locomotive capable of handling a train of 75 cars, the maximum which the existing sidings would hold, without assistance, over the division at an average speed of from 16 to 14 miles per hour. The Mallet locomotive seemed to offer the best solution of the problem. One of these locomotives of the 2-6-8-2 type had been ordered from the American Locomotive company for use on another division, and it was decided to thoroughly test it out on the Pennsylvania division.

In a report to the California State Railroad commission the southern Pacific states that it has 25 miles of snow sheds in the Sierra Nevada mountains, valued at \$2,250,000. During the past four years fires in the sheds have cost \$135,252, an annual average of \$33,813. Renewals on account of wear are placed at \$6,000, and repairs at \$40,000 per annum. The total annual expense, including patrolling, and fire trains, is stated to be \$295,252.

## CLEVER ECCENTRICS AT THE PASTIME TONIGHT

**Barber and Palmer Will Appear in Vaudeville Stunt That Is Both Unique and Entertaining.**

Following the standard set for high class vaudeville, the management of the Pastime Theater today offers a first class act, Barber and Palmer. Barber and Palmer are eccentric entertainers of quality, their work is neat, refined and clean in every respect. Both possess extremely good voices and it goes without saying that they will please the audiences of the Popular Pastime.

Don's Regulets cure constipation, tone the stomach, stimulate the liver, promote digestion and appetite and ease passages of the bowels. Ask your druggist for them. 25 cents a box.



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## PEGOS TEACHER IS DRAGGED TO DEATH

**Joe Conley Was Riding Home from School When He Was Thrown and Killed in Horrible Manner by Wild Horse**

(Roswell Morning News)  
While riding home from the school where he was teaching in a cart behind a young horse, Joe Conley, for six months a resident of this city and who has been teaching school for some time at Danlap, was thrown out and dragged to his death Monday afternoon.

Conley, while teaching the school had been boarding at the home of C. M. Hester, now clerk at the Roswell hotel and had been driving one of his young horses back and forth to school in order to break it in. Monday night he was driving home as usual, with Mr. Hester's son, Ned, on another young horse just behind him. Scaring at something in the road Conley's horse shied violently and, taking him unawares, threw him out of the cart, catching his foot in the brace between the shaft and the body of the cart. This seemed to cause the young horse, causing it to run until tired out.

When young Hester was able to stop the horse he was unable to extricate Conley from the cart and had to go to a neighbor and get help. The young man was terribly bruised and was dead when the horse was stopped.

Conley was formerly a resident of Paintersville, Ky., where he leaves a father and mother, Mr. and Mrs. M. C. Conley, two brothers and three sisters.

He lived in the city of Roswell for nearly six months boarding while here at the Roswell hotel, where he not only had many friends, but among all the people who knew him.

District Forester A. C. Ringland of the forest service will return tomorrow from Flagstaff, where he stopped last night on business instead of coming back to Albuquerque, as had been expected.

There will be a regular meeting of Harmony Lodge No. 1, I. O. O. F., at the lodge room tonight.

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